

Vulcan 1700 Voyager ABS 2012



Specifications:

VN1700BCF

Engine Type	4-Stroke, Liquid-Cooled, SOHC 4-Valve Cylinder Heads, 50° V-Twin
Displacement	1,700 cm ³
Bore & Stroke	102.0 x 104.5 mm
Compression Ratio	9.5:1
Fuel System	Fuel Injection, 42 mm x 2 with ETV and Electronic Cruise Control
Ignition	TCBI with Digital Advance
Transmission	6-Speed, with Positive Neutral Finder and Belt Final Drive
Rake/Trail	30.0°/ 177 mm
Front Wheel Travel	140 mm
Rear Wheel Travel	80 mm
Front Tire Size	130/90-16
Rear Tire Size	170/70-16
Front Suspension	45 mm Hydraulic Telescopic Fork
Rear Suspension	Twin Air-Assist Shocks with 4-way Rebound Damping
Wheelbase	1,665 mm
Front Brake	Dual 300 mm discs, Opposed 4-Piston Callipers with K-ACT II ABS
Rear Brake	Single 300 mm disc, Twin-pistons Calliper with K-ACT ABS
Fuel Tank Capacity	20.0 litres
Ground Clearance	140 mm
Seat Height	730 mm
Curb Mass	406 kg (Includes full fuel tank and all fluids at correct levels)
Colours	Metallic Graystone (C4) with Metallic Spark Black (660)

(Specifications subject to change without notice.)

Key Features:



1,700 cm³, 50° V-Twin, Liquid-Cooled



Large Cowling and Screen Complement the Voyager's Luxury 60's Styling



Full Instruments and I-Pod™ Compatible Audio System



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2012 VULCAN 1700 VOYAGER ABS

The Vulcan 1700 Voyager ABS takes its place as Kawasaki's flagship touring cruiser. Not only is it equipped with full touring amenities like a large frame-mounted front fairing and windshield, leg shields, ample storage, audio system and six-speed transmission with overdrive, but it has high-tech features like Kawasaki's first fully electronic throttle valve system with electronic cruise control. Fitted with an advanced ABS system with Kawasaki Advanced Coactive-braking Technology (K-ACT) that electronically controls brake force distribution between the front and rear brakes to enhance overall braking performance. The new Vulcan 1700 Voyager ABS is designed for riders who set their sights beyond the horizon.



50° V-Twin Engine

- Long stroke, liquid-cooled, SOHC muscular engine designed to deliver high levels of torque and raw power.
- Liquid-cooled A/C generator reduces the temperature of generator stator coils and thus increases output to handle additional accessories.
- Semi-dry sump design reduces overall engine height and keeps excess oil away from the crank to prevent power-robbing stirring loss. Oil is stored in the transmission, which eliminates the need for an oil tank. Triple oil pumps (2 scavenge and 1 feed pump) help reduce stirring loss and provide superb oil circulation.
- Water jackets surround only the top quarter of the cylinders and the polished-edge fins match the cylinder heads while attractively tapering to the cylinder bases.
- High-performance forged pistons are lightweight, stronger and more heat resistant than cast versions. Oil jets help cool the pistons for added durability.
- Dual primary engine balancers and rubber engine mounts help isolate high-frequency vibration while providing the rider with the core power-pulse feeling of the muscular engine.
- Single-pin crankshaft for that classic V-twin rumble and characteristic pulse.
- A cam damper mounted to the end of the crankshaft protects the drive train by damping large torque fluctuations yet helps emphasise the pleasant torque pulse.

4-Valve Cylinder Head

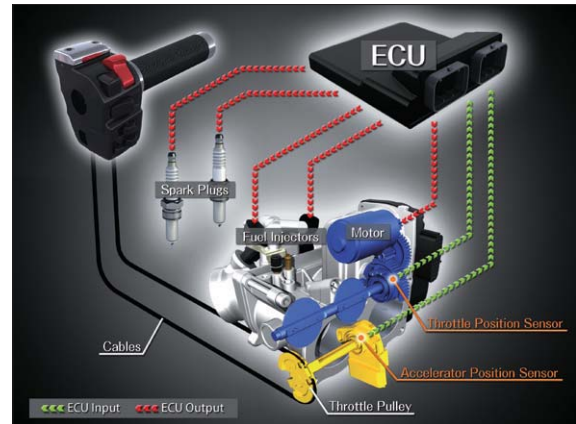
- Overhead cam with hydraulic valve lash adjusters for performance and ease of maintenance.

Digital Fuel Injection

- Dual 42mm throttle bodies with Atomising Fuel Injectors produce a fine fuel mist for better combustion and fuel consumption.

Electronic Throttle Valve (ETV)

The throttle pulley operates an acceleration position sensor (APS) that uses the ECU to send a signal to a small motor that actually operates the throttle valves. This makes throttle pull very light for reduced rider fatigue and the more precise throttle control results in better performance, smoother running and increased fuel mileage.



- Using a cable-operated APS eliminates expensive switch housing electronics that can be damaged and costly to replace should the motorcycle get tipped on its right side.



Electronic Cruise Control

- Works in conjunction with the ETV to automatically maintain a set speed when in third gear or higher and when travelling between 50 and 125 kph.



- Convenient controls located within easy thumb reach on the right handlebar.

TCBI with Digital Advance

- Microprocessor controlled timing provides precise engine management.

New Dual Mufflers

- * Dual tapered mufflers look great and contain honeycomb catalysers to reduce emissions.

6-Speed Transmission

- Overdrive 6th gear reduces rpm at higher speeds and helps increase fuel mileage.
- Gear position sensor communicates with the ECU to help reduce fuel consumption and adjust timing to provide better power feeling, and an indicator on the speedometer allows the rider to monitor current gear position at a glance.



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Belt Drive

- Lower unsprung weight than shaft drive to improve ride quality and suspension action.



- Carbon fiber belt provides much more strength than Kevlar while allowing the belt to be narrower.
- More efficient so more power reaches the rear wheel.
- Low maintenance and low noise.

Frame

- Large steel box-section backbone frame is very rigid and helps contribute to high stability and lightweight handling at low speeds.
- Shorter wheelbase than the Vulcan 1600 and 2000 models add to the Vulcan 1700's low-speed agility.
- Low profile reduces seat height for an easier reach to the ground.
- Compact but not cramped riding position.

Front Forks

- Large inner tubes, wide pitch and low offset for rigidity and stability.
- Steering lock incorporated into ignition switch secures the front forks.

Dual Air-Assisted Rear Shocks

- Air shocks provide a wide range of adjustment to match the load or riding preference.
- Special spring rates to match the increased weight of the trunk and saddlebags.



Generation II K-ACT ABS Triple Disc Brakes

- Generation II K-ACT is lighter and more compact and the brake ECU uses a faster processor for improved braking performance.
- K-ACT (Kawasaki Advanced Coactive-braking Technology) ABS enables riders to execute controlled, balanced braking. Designed to complement riders' applied brake force, K-ACT ABS ensures ideal brake force distribution to maximise braking efficiency.
- K-ACT ABS also incorporates an anti-lock braking function to help prevent the wheels from locking up during hard braking in a straight line for enhanced control.
 - Dual 300mm front discs and a single 300mm rear disc stop with authority.
 - For maximum controllability in tight corners or when making U-turns, K-ACT does not engage when braking is initiated at speeds below 20 kph. The ABS disengages at speeds below 6 kph.
 - Generation II K-ACT is lighter and more compact and the brake ECU uses a faster processor.

Large Front Fairing

- Large front fairing and windshield help block the wind for increased rider comfort.



- The fairing is mounted to the frame to help maintain light steering.



- Retro-style dashboard is located within the fairing with a 1960s-style speedometer and digital audio system display.



- Leg shields on the front engine guards minimise wind on the rider's legs. Adjustable air intakes allow the rider to control the amount of air reaching the legs for added touring comfort.



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Huge Saddlebags and Tail Trunk

- Large trunk is big enough to hold two full-face helmets and provides a convenient backrest for the passenger (50litre).
- LED tail/brake lights are located high on the trunk for better visibility to following motorists.
- Locking saddlebags carry an amazing amount of long-distance gear.
- Sturdy saddlebag and trunk locks keep gear secure.
- Large frame-mounted chrome saddlebag guards emphasise cruiser image.



Standard Audio System

- AM/FM tuner with front fairing-mounted speakers is standard equipment.



- Easy-to-use audio controls are located within easy thumb reach on the left handlebar.
- Standard audio system is equipped to easily expand with optional iPod™ and CB radio attachments (not available in all markets).

Classic Styling

- LED taillight provides excellent visibility when activated, and makes a strong visual statement with chrome surround.
- Tank, seat, fenders, saddlebags and details designed with a classic 1960's feel.
- Adjustable front brake and clutch levers and master cylinders enhance rider comfort and styling.
- Rider and Passenger footboards add to comfort and style.

Electric Speedometer

- Thin, integrated instrument package provides less protrusion from the top of the tank.
- Electric design reduces weight and eliminates the front wheel drive unit and cable for a cleaner look.
- Analog speedometer face evokes memories of the '60s.
- Digital displays include odometer, trip meter, clock, fuel range and average fuel consumption.
- Gear position indicator makes it easy to determine which gear the transmission is in at a glance.

Push-to-Cancel Turn Signals

- No fumbling, just a simple push on the switch cancels the turn signals.

New for 2012

- * The drive belt width is reduced from 28 mm to 26 mm.
- * The first gear ratio is revised for smoother shifting into second.
- * Taller teeth on third and fourth gears reduce gear noise.
- * Dual Mufflers with revised external tapered shape.
- * New Kawasaki Air Management System (KAMS) helps increase rider comfort at a stop. All V-twins present engine heat challenges, especially full dress models with leg shields, since the rear cylinder and exhaust pipe is almost directly under the rider and the rider's legs. The front shield routes radiator heat down to the ground below the engine, while the rear fan draws air away from the rear cylinder and exhaust pipe and directs it to the ground on the left side of the motorcycle
- * New colour: Metallic Graystone with Metallic Spark Black.

Authentic Kawasaki Accessories

See www.kawasaki.com.au for all of the latest Authentic Kawasaki Accessories available for this model.



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